IMO NAV 55 Agenda Preview

The 55th session of IMO NAV 55 Sub-Committee will be held on 27 – 31 July 2009

29th June

This publication, produced by Lloyd’s Register, provides an overview of the agenda for NAV 55, and summarises all the documents submitted for discussion at this meeting.

It contains details of all papers submitted up to 29th June, 2009. There may be further updates to this document.

Synopses have been included for each agenda item.

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Contents

1. Agenda for NAV 55 2
2. Provisional Timetable 2
3. Decisions of other IMO bodies (Agenda Item 2) 2
4. Routeing of ships, ship reporting and related matters (Agenda Item 3) 2
5. Development of guidelines for IBS, including performance standards for bridge alert management (Agenda Item 4) 2
6. Guidelines for consideration of requests for safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ (Agenda Item 5) 2
7. Amendments to the Performance standards for VDR and S-VDR (Agenda Item 6) 2
8. Development of procedures for updating shipborne navigation and communication equipment (Agenda Item 7) 2
9. ITU matters, including Radiocommunication ITU-R Study Group matters (Agenda Item 8) 2
10. Code of conduct during demonstrations / campaigns against ships on high seas (Agenda Item 9) 2
11. Measures to minimize incorrect data transmissions AIS equipment (Agenda Item 10) 2
12. Development of an e-navigation strategy implementation plan (Agenda Item 11) 2
13. Guidelines on the layout and ergonomic design of safety centres on passenger ships (Agenda Item 12) 2
14. Review of vague expressions in SOLAS regulation V/22 (Agenda Item 13) 2
15. Revision of the Guidance on the application of AIS binary messages (Agenda Item 14) 2
16. Improved safety of pilot transfer arrangements (Agenda Item 15)  
17. Casualty analysis (Agenda Item 16)  
18. Consideration of IACS unified interpretations (Agenda Item 17)  
19. Any other business (Agenda Item 20)
1. **Agenda for NAV 55**

1. Adoption of the agenda
2. Decisions of other IMO bodies
3. Routeing of ships, ship reporting and related matters
4. Development of guidelines for IBS, including performance standards for bridge alert management
5. Guidelines for consideration of requests for safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ
6. Amendments to the Performance standards for VDR and S-VDR
7. Development of procedures for updating shipborne navigation and communication equipment
8. ITU matters, including Radiocommunication ITU-R Study Group matters
9. Code of conduct during demonstrations / campaigns against ships on high seas
10. Measures to minimise incorrect data transmissions by AIS equipment
11. Development of an e-navigation strategy implementation plan
12. Guidelines on the layout and ergonomic design of safety centres on passenger ships
13. Review of vague expressions in SOLAS regulation V/22
14. Revision of the Guidance on the application of AIS binary messages
15. Improved safety of pilot transfer arrangements
16. Casualty analysis
17. Consideration of IACS unified interpretations
18. Work programme and provisional agenda for NAV 56
19. Election of Chairman and Vice-Chairman for 2010
20. Any other business
21. Report to the Committee
## 2. Provisional Timetable

<table>
<thead>
<tr>
<th>Date</th>
<th>Item No</th>
<th>Item Title</th>
<th>WG/DG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday, 27 July</td>
<td>1</td>
<td>Adoption of the agenda</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Decision of other IMO bodies</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Routeing of ships, ship reporting and related matters</td>
<td>WG 1</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>Guidelines for consideration of requests for safety zones larger than 500 m around artificial islands, installations and structures in the EEZ</td>
<td>WG 1</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>Development of guidelines for IBS, including performance standards for bridge alert management</td>
<td>WG 2</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>Amendments to the Performance standards for VDR and S-VDR</td>
<td>WG 2</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>ITU matters, including Radiocommunication ITU-R Study Group matters</td>
<td>WG 2</td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>Development of an e-navigation strategy implementation plan</td>
<td>WG 3</td>
</tr>
<tr>
<td>Tuesday, 28 July</td>
<td>14</td>
<td>Revision of the Guidance on the application of AIS binary messages</td>
<td>DG 1</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>Improved safety of pilot transfer arrangements</td>
<td>DG 2</td>
</tr>
<tr>
<td></td>
<td>7</td>
<td>Development of procedures for updating shipborne navigation and communication equipment</td>
<td>DG 2</td>
</tr>
<tr>
<td></td>
<td>9</td>
<td>Code of conduct during demonstrations/campaigns against ships on high seas</td>
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<td>10</td>
<td>Measures to minimize incorrect data transmissions by AIS equipment</td>
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<td>12</td>
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<td>13</td>
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<td></td>
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<tr>
<td>Wednesday, 29 July</td>
<td>16</td>
<td>Casualty analysis</td>
<td></td>
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<tr>
<td></td>
<td>17</td>
<td>Consideration of IACS unified interpretations</td>
<td></td>
</tr>
<tr>
<td></td>
<td>20</td>
<td>Any other business</td>
<td></td>
</tr>
<tr>
<td>Thursday, 30 July</td>
<td>18</td>
<td>Work programme and provisional agenda for NAV 56</td>
<td></td>
</tr>
<tr>
<td></td>
<td>19</td>
<td>Election of Chairman and Vice-Chairman for 2010</td>
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<tr>
<td></td>
<td></td>
<td>Consideration of the reports of working and drafting groups</td>
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<td>Friday, 31 July</td>
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<td></td>
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<tr>
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<td>21</td>
<td>Report to the Committee</td>
<td></td>
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</tbody>
</table>

**Group**  
WG 1 Ship’s Routeing Working Group  
WG 2 Technical Working Group  
WG 3 E-Navigation Working Group  
DG 1 AIS binary messages Drafting Group  
DG 2 Pilot transfer arrangements Drafting Group
3. Decisions of other IMO bodies (Agenda Item 2)

Executive synopsis on this agenda item

**Background:** The Sub-Committee will be informed of decisions taken by MSC 85, COMSAR 13, STW 40, DE 52, FSI 17, MSC 86, MEPC 59 and other IMO bodies relevant to its work.

**LR position:** To monitor the discussion.

**Implications:** Normally, no substantial decision will be made under this agenda item.

**Application:** N/A.

(Document submitted)

**NAV 55/2 (Secretariat) - Note**
This document provides guidance for the work of NAV 55

**NAV 55/2/1 (Secretariat) - Note**
This document provides guidance for the work of NAV 55.

**NAV 55/2/2 (Secretariat) - Outcome of MSC 86**
This document provides guidance for the work of NAV 55 in the context of the relevant decisions of MSC 86.

4. Routeing of ships, ship reporting and related matters (Agenda Item 3)

Executive synopsis on this agenda item

**Background:**
Proposed new, amended and mandatory routeing measures including mandatory ship reporting systems and amendments to General Provisions on Ships’ Routeing will be considered under this agenda item.

Members submitting proposals for new, amended or mandatory routeing measures for consideration by the Sub-Committee are requested to provide, together with their submission:

1. the information specified in paragraphs 3.8 to 3.16 of the General Provisions on Ships’ Routeing (resolution A.572(14), as amended and resolution A.669(16), annex 1);
2. copies of the reference charts listed in the description of the proposed routeing measures showing the new systems or amendments to existing systems for use during the session when considering the proposed measures in accordance with paragraph 3.2 of the General Provisions on Ships’ Routeing and retention by the Secretariat for use when preparing future amendments to the IMO publication on “Ships’ Routeing”; and
3. the information specified in sections 4, 6 and 7 of the Annex to Assembly resolution A.982(24), if the proposals for new or amended routeing measures are made for environmental reasons.
Proposals regarding ship reporting systems for consideration by the Sub-Committee should take into account resolution MSC.43(64) – Guidelines and criteria for ship reporting systems, as amended by resolutions MSC.111(73) and MSC.189(79).

MSC 76 approved MSC/Circ.1060 and MSC 81 approved MSC.1/Circ.1060/Add.1 on Guidance note on the preparation of proposals on ships' routeing systems and ship reporting systems by Member Governments, which are attached at annexes 2 and 3, respectively for information and guidance, as appropriate.

LR position: to note the discussion.

Implications: Ship management company should pay due attention to the discussion. Any routeing measure, once adopted/approved at MSC, should be notified to masters of ships.

Application: All ships operating in the sea areas specified by each routing measures.

(Document submitted)

NAV 55/3 (Saudi Arabia) - New Traffic Separation Schemes, Deep-water Route and Precautionary Area in the Southern Red Sea Approach to Jazan Economic City Port
This document provides a proposal for a new Deep-water route to the new port of the new Jazan Economic City Port (JEC Port) in the Southern Red Sea.

NAV 55/3/1 (Nigeria) - Traffic Separation Scheme “In the approaches to Lagos”
This document provides a proposal for the establishment of a Traffic Separation Scheme (TSS) “In the approaches to Lagos” for consideration and approval by the Sub-Committee and forwarding to the Maritime Safety Committee for adoption.

NAV 55/3/2 (Nigeria) - Traffic Separation Scheme and a two-way route “In the Bonny Channel and its approaches”
This document provides a proposal for the establishment of a Traffic Separation Scheme (TSS) and a two-way route “In the Bonny Channel and its approaches”, for consideration and approval by the Sub-Committee and forwarding to the Maritime Safety Committee for adoption.

NAV 55/3/3 (Germany, Poland, Denmark) - New Traffic Separation Schemes “Adlergrund” and “Słupska Bank” in the southern part of the Baltic Sea
This document presents a joint proposal to establish two Traffic Separation Schemes in the southern part of the Baltic Sea for the purposes of separating opposing streams of traffic, better managing the flow of traffic in the vicinity of shallow water areas and at a safe distance from environmentally sensitive areas and thus enhancing the safety of navigation and the protection of the marine environment.

NAV 55/3/4 (Sweden) - New traffic separation schemes and two-way route in the waters surrounding Gotland Island
This document provides a proposal for two new traffic separation schemes and a two-way route in the waters surrounding Gotland Island in the Baltic Sea, for consideration and approval by the Sub-Committee and forwarding to the Maritime Safety Committee for adoption.

NAV 55/3/5 (United States) - An Area to Be Avoided and Two No Anchoring Areas in the Western North Atlantic Ocean
This document sets forth a proposal for an Area To Be Avoided (ATBA) and two mandatory No Anchoring Areas for the purposes of safety, security, and vessel traffic management in the vicinity of the Neptune Deepwater Port to be located in the
western North Atlantic Ocean off the coast of the United States. This proposal is submitted to the Sub-Committee on Safety of Navigation for its consideration and approval and forwarding to the Maritime Safety Committee for adoption.

**NAV 55/3/6 (Spain and Morocco) - Amendments to the existing Mandatory Ship Reporting System “In the Strait of Gibraltar” (GIBREP)**
Spain and Morocco have submitted, for consideration and approval, a proposal to amend the existing mandatory ship reporting system (GIBREP) in the area of the Traffic Separation Scheme “In the Strait of Gibraltar” as a consequence of the establishment and future entry into operation of the new Moroccan VTS in the area.

**NAV 55/3/7 (Ukraine) - Establishment of a new Traffic Separation Scheme in the Black Sea in the area of South-Western coast of the Crimea**
This document proposes to establish a Traffic Separation Scheme in the area of South-Western coast of the Crimea in the Black Sea in order to separate traffic flows heading to and from the North-Western part of the Black Sea (Odessa Bay), the Crimea, Kerch Strait and Caucasian seacoast. In particular, establishing this TSS will enable to improve managing of the flow of traffic in the area potentially affected by an interference with the naval activity.

**NAV 55/3/8 (Portugal) - Amendments to the existing Traffic Separation Schemes “Off Cape Roca” and “Off Cape S. Vicente”**
Portugal submits, for consideration and approval, a proposal for amendments to the existing Traffic Separation Schemes “Off Cape Roca” and “Off Cape S. Vicente”.

**NAV 55/3/9 (Portugal) - Amendments to the existing Mandatory Ship Reporting System in the Western European Particularly Sensitive Sea Area**
Portugal submits, for consideration and approval, a proposal for amendments to the existing Mandatory Ship Reporting System in the Western European Particularly Sensitive Sea Area.

**NAV 55/3/10 (the Netherlands) - Amendments to the Deep-water route leading to IJmuiden**
This document details a proposal of the Government of the Netherlands for amendments to the existing Deep-water route leading to IJmuiden.

**NAV 55/3/11 (Estonia, Finland and Russia) - Amendments to the existing Traffic Separation Schemes “Off Kalbådagrund Lighthouse”, “Off Porkkala Lighthouse” and the precautionary area adjacent to “Off Porkkala Lighthouse” and the establishment of a new precautionary area in the Gulf of Finland**
This document proposes amendments to the existing “Off Kalbådagrund Lighthouse” and “Off Porkkala Lighthouse” traffic separation schemes and the precautionary area adjacent to “Off Porkkala Lighthouse” TSS, and the establishment of a new precautionary area to the Gulf of Finland intended to enhance maritime safety, safety of navigation and protection of the environment.

**NAV 55/INF.10 (United Kingdom and France) - Formal Safety Assessment Reducing Risk in the English Channel/La Manche Traffic Separation Schemes**
This document presents information for a Formal Safety Assessment (FSA) study undertaken by the United Kingdom and France into reducing risk in the English Channel/La Manche Traffic Separation Schemes (TSS).
5. Development of guidelines for IBS, including performance standards for bridge alert management (Agenda Item 4)

Executive synopsis on this agenda item

**Background:** The Sub-Committee is to progress the development of guidelines for IBS and the performance standards for Bridge Alert Management, taking into account the decisions of NAV 54 (NAV 54/25, section 4) and DE 52, including the report of the Correspondence Group and proposals received.

**LR position:** to closely monitor the development as the matter will affect relevant LR Rule for navigation bridge arrangement.

**Implications:** Although the guidelines and the standards under development is non-mandatory instrument, that will be part of actual practice by flag State legislation or Classification Rule. Therefore, owners and builders are to pay due attention to the development.

**Application:** to be decided.

**Document submitted**

**NAV 55/4 (Germany) - Report of the Correspondence Group on IBS**

This document summarizes the work and recommendations of the correspondence group on IBS regarding the development of guidelines for bridge equipment and systems, their arrangement and integration and the development of performance standards for Bridge Alert Management. Proposals for draft guidelines for bridge equipment and systems, their arrangement and integration and for draft performance standards for Bridge Alert Management are provided.

**Action requested of the Sub-Committee**

The Sub-Committee is to consider the following and take action, as appropriate:

1. approve the proposed draft guidelines for bridge equipment and systems, their arrangement and integration attached as annex 1; and
2. approve the proposed draft performance standards for Bridge Alert Management attached as annex 2.

The Sub-Committee is to further consider the following:

1. note the suggestion in paragraph 9 to replace the existing performance standards for IBS (resolution MSC.64(67), annex 1) with the draft guidelines for bridge equipment and systems, their arrangement and integration and to update the footnote in SOLAS chapter V, regulation 15 and regulation 19, to the new draft guidelines;
2. note the information provided in paragraph 14 on the recommendation to consider the development of appropriate instruments for ensuring the application of the general requirements of modules A and C of the draft performance standards for Bridge Alert Management to all equipment on the bridge presenting alerts;
3. note the proposal to develop guidelines (SN/Circ.) for the presentation of voice alert messages as discussed in paragraph 15; and the information provided in paragraph 16 regarding the need to consider operational and technical issues for the presentation of voice alerts; and
4. endorse the recommendation given in paragraph 17 to extend the target completion date to develop the associated guidelines for voice alert messages, including the consideration of operational and technical issues.
NAV 55/4/1 (Australia) - Consideration of the needs of modern High-Speed Craft (HSC) in relation to the development of IBS guidelines
This document comments on issues related to the building of High-Speed Craft (HSC) and in particular the design and fabrication of bridge navigation systems. Several solutions to the problem of IMO documentation specifying equipment requirements rapidly becoming out dated are proposed and a recommendation is made for the resolution of this issue.

NAV 55/4/2 (United Kingdom) - Review of the work completed by the Correspondence Group
The submission of the final draft guidelines and performance standard brings the work of the Correspondence Group to its natural conclusion, within its terms and conditions. The project has highlighted several other key areas that are outside of the Correspondence Group’s remit. These key areas spread over the responsibility of several other sub-committees who may need to be involved. A goal-based, holistic, ship-wide approach is required - possibly involving risk assessment as the first step.

NAV 55/INF.3 (Republic of Korea) - Report on the Warning Sounds for Integrated Ship Bridge Alarm System
This document contains the result of a research project on the Integrated Ship Bridge Alarm System and it is expected to contribute to discussion on the Bridge Alarm Management which is one of the major modules of Integrated Bridge System (IBS).

NAV 55/INF.5 (Japan) - Information on Japanese Experiences of Developing Industrial Standards for Voice Alarm/Control System
This document contains information on Japanese experiences of developing industrial standards for voice alarm/control system and provides Japanese Industrial Standards (JIS F 0062) as reference to contribute to the discussion.

6. Guidelines for consideration of requests for safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ (Agenda Item 5)

Executive synopsis on this agenda item
Background: The Sub-Committee is to progress the development of guidelines for consideration of requests for safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ taking into account the decisions of MSC 84 (MSC 84/24, paragraph 22.41) and proposals received.

LR position: To note

Implications: To operations of the ships.

Application: N/A. at present.

(Document submitted)
No document submitted.
7. Amendments to the Performance standards for VDR and S-VDR (Agenda Item 6)

Executive synopsis on this agenda item

**Background:** The Sub-Committee is to consider amendments to the performance standards for VDR and S-VDR taking into account the decisions of MSC 84 (MSC 84/24, paragraph 22.43) and proposals received.

**LR position:** To monitor the development closely with a view to implementing the standard once concluded.

**Implications:** Manufactures will be required to produce a product meeting a new standard.

**Application:** Ship required carrying AIS (All ships of 300 gross tonnage and upwards engaged on international voyages and cargo ships of 500 gross tonnage and upwards not engaged on international voyages and passenger ships irrespective of size)

(Document submitted)

**NAV 55/6 (Republic of Korea) - Proposal to amend the Performance Standards for VDR and S-VDR, and the relevant SOLAS regulation V/20**

This document provides comments and proposes draft amendment to the performance standard for VDR and S-VDR, and the relevant SOLAS regulation V/20.

**NAV 55/6/1 (Germany and the United Kingdom) - Amendments to the Performance Standards for Shipborne Voyage Data Recorders (VDRs)**

This document contains a basis on which the Sub-Committee might recommend a revision of the Performance Standards for VDRs, incorporating proposed amendments submitted by Germany, Egypt and India and in view of applicable technological advances and experience in VDR data analysis over the past 12 years.

**NAV 55/6/2 (United States) – Amendments to the Performance standards for VDR and S-VDR**

This document proposes addition of ship’s heel angle to list of required data items to be recorded by voyage data recorder.

**NAV 55/INF.12 (European Commission) - Comments on NAV 55/6/1 (Submitted by Germany and the United Kingdom)**

Information on the results of the research project, the European Maritime Data Management (EMDM) on amendments to existing VDR standards.

8. Development of procedures for updating shipborne navigation and communication equipment (Agenda Item 7)

Executive synopsis on this agenda item

**Background:** The Sub-Committee is to progress the development of procedures for updating shipborne navigation and communication equipment taking into account the decisions of MSC 83 (MSC 83/28, paragraph 25.33) and proposals received.

**LR position:** To closely monitor the development.
Implications: The discussion may affect specification and subsequent design change of the shipborne navigational equipment. Shipowners and operators should be aware of the discussion with a view to providing instructions to master/crew on the proper/sound update of the navigational equipment software. Administrations and their recognized organizations should also consider the methods of verification of such proper updates.

Application: To be further discussed.

(Document submitted)
NAV 55/7 (CIRM) - Comments on document MSC 83/25/7
CIRM offers comments on the considerations given in document MSC 83/25/7 and suggests that SN.1/Circ.266 which gives guidance on the maintenance of ECDIS software is appropriate to use as a model in the general case of updating shipborne navigation and communication equipment.

9. ITU matters, including Radiocommunication ITU-R Study Group matters (Agenda Item 8)

Executive synopsis on this agenda item
Background: The Sub-Committee will be invited to consider relevant ITU matters, taking into account the report of NAV 54 (NAV 54/25, paragraphs 9.4 to 9.20) and proposals submitted.

LR position: to note.

Implications: no immediate major impact to the industry out of this agenda item. Any decision at ITU regarding allocation of the radio wave frequency may affect future performance standards of the equipment used by ship, e.g., AIS.

Application: N/A.

(Document submitted)
NAV 55/8 (Secretariat) - Liaison statement from ITU-R Working Party 5B to IMO - Improved satellite detection of AIS
This document contains a liaison statement from the last meeting of ITU-R Working Party 5B, which took place from 29 October to 7 November 2008, to IMO and IALA concerning improved satellite detection of AIS.

NAV 55/8/1 (Secretariat) - World Radiocommunication Conference 2011 - Status of the current VHF frequencies in use for AIS
The Sub-Committee is invited to consider issues related to the status of the current frequencies in use for AIS and to advise COMSAR 14 accordingly.

NAV 55/8/2 (Secretariat) - World Radiocommunication Conference 2011 - Future spectrum requirement with respect to e-navigation
The Sub-Committee is invited to consider future spectrum requirement with respect to e-navigation and advise COMSAR 14 accordingly.

NAV 55/8/3 (IALA) - Study of future digital communication systems in conjunction with WRC-11 Agenda item 1.10
Within the framework of the preparation of the WRC-11, and taking into account current and future e-navigation requirements for maritime navigation and
communication systems, IALA suggests studies on appropriate provisions within the Radio Regulations by ITU-R WP 5B.

**NAV 55/8/4 (Secretariat) - Liaison statement from Working Party 5B to IMO - Spectrum requirements within future maritime systems**
This document contains a liaison statement from ITU-R WP 5B’s May 2009 meeting to IALA and IMO, concerning spectrum requirements within future maritime systems.

**NAV 55/8/5 (Secretariat) - Liaison statement from Working Party 5B to IMO - Revision of Recommendation ITU-R M.1371-3**
This document contains a liaison statement from ITU-R WP 5B’s May 2009 meeting to IALA, IMO, CIRM and IEC TC 80, concerning a revision of Recommendation ITU-R M.1371-3.

**NAV 55/8/6 (Secretariat) - Improved satellite detection of AIS**
This document contains information on the further development of the Preliminary draft new report ITU-R M. [SAT-AIS] on Improved satellite detection of AIS.

### 10. Code of conduct during demonstrations / campaigns against ships on high seas (Agenda Item 9)

**Executive synopsis on this agenda item**
**Background:** The Sub-Committee is to consider the development of a Code of conduct during demonstrations/campaigns against ships on high seas, taking into account the decisions of NAV 54 (NAV 54/25, paragraphs 10.1 to 10.16), FSI 17 and proposals received.

**LR position:** To note.

**Implications:** No impact to the industry unless involved in a demonstration/campaigns at high seas.

**Application:** to ship and organizer of public demonstration/campaign, e.g., antil-whaling campaign.

*(Document submitted)*
**NAV 55/9 (Greenpeace International) - Comments on document NAV 54/25, annex 11**
This document provides comments on the provisional draft MSC resolution on Assuring safety during demonstrations, protests, or confrontations on the high seas, as developed at NAV 54 and set out in document NAV 54/25, annex 11. In particular, it proposes the inclusion of explicit references to specific international human rights instruments relevant to legitimate and peaceful forms of protest.

### 11. Measures to minimize incorrect data transmissions AIS equipment (Agenda Item 10)

**Executive synopsis on this agenda item**
**Background:** The Sub-Committee is to consider measures to minimize incorrect data transmissions by AIS equipment, taking into account the decisions of NAV 54 (NAV 54/25, paragraphs 11.1 to 11.5), MSC 85 and proposals received.
LR position: to closely monitor the discussion with a view to eliminate incorrect data in the AIS transmission signals.

Implications: The result of discussion may affect surveys of AIS equipment.

Application: To ships required to carry AIS onboard (all passenger ships regardless of tonnage and cargo ships (non-passenger ships) of 300 gt (engaged on international voyages), 500 gt (engaged on non-international voyages) or over)

(Document submitted)

NAV 55/10 (Norway) - Proposal for annual testing of AIS equipment
This document contains a proposal for mandatory initial and annual testing of AIS. Norway proposes that installation survey and testing and annual surveys of the AIS equipment are made mandatory through SOLAS and/or the Harmonized System of Survey and Certification, 2007 (resolution A.997(25)). The survey should be performed by a qualified radio surveyor together with the annual radio inspection. In addition, in our view, a safety equipment certificate should not be renewed or endorsed, unless an AIS report, issued by a radio surveyor, is available and valid in accordance with circular MSC.1/Circ.1252 and the safety equipment certificate surveyor has carried out a functioning test against a VTS or a ship.

NAV 55/10/1 (IALA) - Technical Clarifications on AIS Navigation Status Considering the Advent of Navigation Light Controllers and Foreseen Equipment Interfacing
Taking into account the advent of navigation light controllers and foreseen equipment interfacing, IALA proposed to clarify and amend the AIS messages 1, 2 and 3 to avoid any confusion.

12. Development of an e-navigation strategy implementation plan (Agenda Item 11)

Executive synopsis on this agenda item

Background: The Sub-Committee is to make progress in the development of an e-navigation strategy implementation plan, taking into account the decisions of NAV 54 (NAV 54/25, paragraphs 13.1 to 13.26) and MSC 85 (MSC 85/26, paragraphs 11.18 to 11.24) and proposals received.

LR position: To closely monitor the development as this agenda has various implications to the safety of navigation including human elements. LR will especially pay special attention to the discussion & decision in conjunction with paragraph 7.1.1 of the “STRATEGY FOR THE DEVELOPMENT AND IMPLEMENTATION OF E-NAVIGATION” which states as follows:
1. implementation of e-navigation should be based on user needs not technology-driven and over-reliance should not be placed on technology to avoid, for example:
   1. system failures causing delays because the ship is now deemed unseaworthy;
   2. loss of basic good seamanship by crews;
   3. inappropriate substitution of the human element by technology; and
   4. degradation of bridge resource management and best practices by the crew

LR’s specific concern (from its extensive research into systems and software engineering throughout the 1990s) is that system dependability is going to be a big problem – this aspect is not being taken seriously by any stakeholder as yet (only data integrity has been discussed), but feedback from users is starting to raise the topic. ISO 17894 and
DSR offer the means to address this issue in the necessary holistic fashion. LR is uniquely positioned to address this issue through its long.

**Implications:** Potential changes to the performance standards of the shipborne navigational equipment and operational guidance.

**Application:** To be developed.

(Document submitted)
**NAV 55/11 (IHO) - Evaluation of Electronic Navigational Chart (ENC) Availability**
This document provides updated information on the availability of ENCs.

**MAV 55/11/1 (IALA) – IALA's work on e-navigation**
In this document, IALA is providing information on its works on e-navigation.

**NAV 55/11/2 (France) - Satellite detection of AIS**
This document sets forth proposals for a policy of (satellite detected) AIS data use. The purpose is to define a legal frame to ensure controlled use.

**NAV 55/11/3 (Germany) - Results of a worldwide e-navigation user needs survey**
This paper summarizes the results of a worldwide survey conducted by Germany to determine detailed e-navigation user needs. The questionnaire used for the survey was developed based on the high-level user needs specified in NAV 54/25. The survey focused primarily on onboard user needs.

**NAV 55/11/4 (United Kingdom) - Methodology for developing e-navigation user needs using a task-based approach**
The purpose of this document is to illustrate an approach to developing and mapping e-navigation user needs, taking MSI as an example. Developing e-navigation user requirements is a highly complex exercise that requires the commitment of resources and the involvement of key stakeholders. A systematic approach needs to be taken for this activity, boundaries must be set, and a formalised “mapping technique” to track information flows, terminology and responsibilities is highly desirable. The improved application of MSI onboard vessels has been clearly identified as a user need by mariners, and work on this issue under the agenda of e-Navigation should continue.

**NAV 55/INF.4 (CIRM) - Formation of a CIRM e-navigation working group**
CIRM describe the reasons behind setting up a new working group and how it intends to support IMO in the development of e-navigation.

**NAV 55/INF.8 (IFSMA) - Mariner needs for e-navigation - Supporting material**
IFSMA and the Nautical Institute (NI) have been closely involved in the development of e-navigation since the concept was originally proposed at the IMO in 2006. IFSMA and the NI have been particularly involved with addressing the issue of “User Needs” from the point of view of mariners of all ranks.

**NAV 55/INF.9 (Germany) - Results of a worldwide e-navigation user needs survey**
This document describes the results of a worldwide survey conducted by Germany to determine detailed e-navigation user needs. The questionnaire used for the survey was developed based on the high-level user needs specified in NAV 54/25. The survey focused primarily on onboard user needs.
13. Guidelines on the layout and ergonomic design of safety centres on passenger ships (Agenda Item 12)

Executive synopsis on this agenda item
Background: The Sub-Committee is to finalize the development of guidelines on the layout and ergonomic design of safety centres on passenger ships, taking into account the decisions of NAV 54 (NAV 54/25, paragraphs 16.1 to 16.9) and proposals received.

LR position: To closely monitor the development.

Implications: The discussion will affect the design of safety centre on passenger ships

Application: To new passenger ships constructed on or after 1 July 2010 as per SOLAS regulation II-2/23 amended by resolution MSC.216 (82).

(Document submitted)
NAV 55/12 (CLIA)
At a previous NAV Sub-Committee meeting, CLIA suggested that our industry may be able to provide commentary into the subject debate based on experience gained in the actual construction of Safety Centres on newer ships. This document provides this commentary.

14. Review of vague expressions in SOLAS regulation V/22 (Agenda Item 13)

Executive synopsis on this agenda item
Background: The Sub-Committee is to review vague expressions used in SOLAS regulation V/22, taking into account the decisions of NAV 54 (NAV 54/25, paragraphs 17.1 to 17.7) and proposals received.

LR position: To closely monitor the development.

Implications: Depending upon the outcome of the discussion, builders would require to review current ship’s design in way of navigation bridge and its surrounding, including bridge wing. It will also affect stowage plans of the container ships.

Application: To be decided but in general ships subject to SOLAS regulation V/22 (Ships of not less than 55m in length)

(Document submitted)
NAV 55/13 (China) - Proposed amendments to MSC/Circ.982
This document proposes an amendment to MSC/Circ.982 enabling ships to verify compliance with SOLAS regulation V/22.1.6. China considers that it is not reasonable or practical to require ships like OSVs, salvage vessels and tugs to extend their bridge wings to the same breadth of the maximum beam of the ships, it proposes to revise paragraph 5.1.1.1.8 of MSC/Circ.982 to make it clear that the bridge wings of those ships do not need to be provided out to the maximum beam of the ship.

NAV 55/13/1 (Norway) - Proposal to amend SOLAS regulation V/22
This document contains proposals to amend SOLAS regulation V/22 in order to clarify the intent of the regulation and ensure uniform understanding of the requirements.
The proposed discussion include container stowage height, height of lower edge of bridge front windows, height of upper edge of bridge front windows and height of helicopter deck and others.

**NAV 55/13/2 (Denmark) - Proposed amendments to SOLAS regulation V/22**
This document further elaborates on the document NAV 54/17 regarding SOLAS regulation V/22 enabling ships to verify compliance with SOLAS regulation V/22 when loading deck cargo. Denmark is of the opinion, that an approved method or a tool for verifying compliance can assist the Master in determining if the ship has been loaded according to the regulation. It can also assist the Master obtaining overview in loading situations with combined blind sectors from both cargo gear and deck cargo. Further, it can verify bridge visibility for safe conduct of ship operations to Port State Control officers, and by this prevent detention.

15. **Revision of the Guidance on the application of AIS binary messages (Agenda Item 14)**

Executive synopsis on this agenda item

**Background:** The Automatic Identification System (AIS) is a system for ship identification and tracking that also has a capability of providing additional information via binary messages. At NAV 49, guidance on the application of AIS Binary Messages was issued in SN/Circ.236 (28 May 2004). AIS binary messages can provide crucial information - that cannot be easily obtained by other means - that contributes to safety-of-navigation. However, their benefit must be weighed against the potential impact they may have on VDL (VHF Data Link) loading and the operation of AIS Class A devices.

The Sub-Committee is to consider the revision of the guidance on the application of AIS binary messages.

**LR position:** To note.

**Implications:** The effective use of the AIS binary message will benefit shore authorities. This may bring new operational requirements at shipboard side.

**Application:** To be further developed.

(Document submitted)

**NAV 55/14 (Sweden) - Report from the AIS Binary Messages Correspondence Group**
This document reports the outcome of the Correspondence Group and provides guidance on the use of AIS Binary Messages and proposes a revised set of Application Specific Messages for international use.

**Action requested of the Sub-Committee**
The Sub-Committee is to consider this report and endorse the following recommendations:

1. use the annex of this report as the basis for issuing a new SN/Circ. on “Guidance on the Use of AIS Application Specific Messages”. To avoid unnecessary confusion, it is recommended that SN/Circ.236 be revoked at some future date;
2. maintain an AIS Binary International Application (IA) Catalogue to allow future amendments and introduction of new messages on a regular basis;
3. include in the IA Catalogue some examples of how AIS Binary Message information is being portrayed. This applies to current, revised and future applications;
4. note the need for further discussions on the NIESS concept proposed by Japan; and
5. note the need for continuing work on the development of International Binary Message Applications.

NAV 55/14/1 (United States) – Revision of the Guidance on the application of AIS binary messages
This document describes the activities of the United States related to:
- Evaluating the AIS trail messages contained in SN/Circ.236, and the potential benefits of consolidation of messages into three basic types.
- Participation in the Intersessional AIS Binary Message Correspondence Group.
- The need for continued work to deal with additional proposals, and the development of portrayal and use guidelines within the context of the e-navigation concept of operations.

NAV 55/14/2 (Denmark, Estonia, Finland, Latvia, Lithuania, Poland and Sweden) - Inclusion of five new AIS binary messages developed in the Baltic AIS trial (AISBALTIC) project
This document proposes inclusion of five AIS Binary Messages developed as a common effort of the Baltic Sea countries.

NAV 55/INF.11 (Finland) - Remarks on the use of AIS based on experience from the Baltic AIS trial (AISBALTIC) project
This document gives remarks on the current use of AIS and outlines potential developments for the future based on experience from the AISBALTIC project.

16. Improved safety of pilot transfer arrangements (Agenda Item 15)

Executive synopsis on this agenda item
Background: The Sub-Committee is to consider improved safety of pilot transfer arrangements, taking into account the decisions of NAV 54 (NAV 54/25, paragraphs 19.1 to 19.7) and DE 52, including the report of the Correspondence Group and proposals received.

LR position: To closely monitor the development.

Implications: The discussion affects not only SOLAS regulation V/23 but may have implication to SOLAS regulation II-1/3-9 – Means for embarkation/dismarkation as in many occasion accommodation ladder will be used for both purpose.

Application: To be decided.

(Document submitted)
NAV 55/15 (United States as Coordinator of the Correspondence Group on Pilot Transfer Arrangements) - Draft Proposed Revisions of SOLAS regulation V/23 and resolution A.889(21)
Despite ever increasing safety efforts, pilots continue to lose their lives or suffer serious injuries in the course of transferring to ships from pilot launches and cutters, using ladders. It is therefore necessary to consider amendments to the associated IMO instruments. This document reports on the work of the NAV Correspondence Group on pilot transfer arrangements, in particular proposed draft amendments to SOLAS regulation V/23 and resolution A.889(21).
NAV 55/15/1 (Dominica) - Draft Proposed Revisions of SOLAS regulation V/23 and resolution A.889(21)
Dominica supports the recommendations of the NAV Correspondence Group on pilot transfer arrangements, in particular the proposed draft amendments to SOLAS regulation V/23 and resolution A.889(21). While supporting the recommendations, additional actions are suggested to improve the suitability and readiness of pilot ladders.

NAV 55/15/2 (Panama) - Draft proposed revisions of SOLAS regulation V/23 and resolution A.889(21) - Comments on the report of the Correspondence Group
This document proposes modifications on the text of the report prepared by the Correspondence Group in relation with existing requirements of the Panama Canal regarding Pilot Transfer Arrangements.

17. Casualty analysis (Agenda Item 16)

Executive synopsis on this agenda item
Background: The Sub-Committee is to consider relevant casualty analysis of any incidents referred to it by the FSI Sub-Committee.
LR position: To note.

Implications: No immediate implication to the industry is envisaged under this agenda item.

Application: N/A.

(Document submitted)
No document submitted.

18. Consideration of IACS unified interpretations (Agenda Item 17)

Executive synopsis on this agenda item
Background: The Sub-Committee is to consider IACS unified interpretations, based on proposals received. The matter may be discussed under agenda item 13.

LR position: To monitor the development with a view to implement IACS Unified Interpretation unless a the flag Administration of a ship instruct differently.

Implications: The proposal given at this session will affect design of ship’s navigation bridge.

Application: Ships required to comply with SOLAS regulation V/22 (ships not less than 45 m in length)

(Document submitted)
NAV 55/17 (IACS) - Application of SOLAS regulation V/22.1.6
IACS submits for the Sub-Committee’s consideration a draft IACS Unified Interpretation to clarify the requirements relating to navigation bridge visibility of the ship’s side as prescribed in SOLAS regulation V/22.1.6.
19. Any other business (Agenda Item 20)

Executive synopsis on this agenda item

Background: The Sub-Committee will consider any document, including information, comments or proposals on navigational aspects of items that Members may submit hereunder including the report of the Correspondence Group on the review of the existing NAV related codes, recommendations and guidelines of non-mandatory instruments.

LR position: LR will monitor the discussion on NAV 55/20/2 as the matter is relevant to the revised SOLAS regulation V/19 adopted at MSC 86.

Implications: Not identified at this stage.

Application: N/A.

(Document submitted)

NAV 55/20 (United Kingdom) - Report of the Correspondence Group on the review of the existing NAV-related codes, recommendations and guidelines of non-mandatory instruments
This document contains the recommendations and comments of the existing NAV-related codes, recommendations and guidelines of non-mandatory instruments.

NAV 55/20/1 (Iran) - Comments to revise the Ships Position Reporting Format
This document contains comments to revise the Ships Position Reporting Format as to avoid duplication of the information.

NAV 55/20/2 (United Kingdom and Denmark) - Operation of the Bridge Navigational Watch Alarm System
The United Kingdom and Denmark suggest methods for realizing the reset function of the BNWAS.

NAV 55/INF.2 (Secretariat) - World-Wide Radionavigation System
This document provides an update on the United States Government’s position regarding the Standard Positioning Service (SPS) of the Global Positioning System (GPS) for use by the international community pursuant to resolution A.953(23).

NAV 55/INF.6 (Denmark) - Precautions in using navigational charts in Greenland waters
This document provides information regarding precautions in use of navigational charts in Greenland waters in terms of inaccuracies in paper charts due to incorrect positioning of the coastline, geographical datum and hydrographic survey. Further, this document informs of precautions regarding the use of electronic navigation in Greenland coastal waters.

NAV 55/INF.7 (Denmark) - AIS-based Aids to Navigation - Information document on usability, potential role, technological potentials and limitations
This document contains predominantly an informative summary of experiences gained from test studies of AIS-based Aids to Navigation (AIS AtoN) in Denmark. The role of AIS AtoN together with the relevant symbology and their recognition by mariners must be developed before AIS AtoN can be utilized to the benefit of safety of navigation.